

## **Carl Moyer Program Marine Funding Information**

### **General**

The Bay Area Air Quality Management District (District) is accepting applications for the Carl Moyer Program on **July 23, 2012**. The purpose of the program is to provide funding to replace or retrofit heavy-duty diesel engines with lower-polluting engines and equipment.

Apply on-line at [www.baaqmd.gov/moyer](http://www.baaqmd.gov/moyer)

Although the District is accepting applications throughout its jurisdiction, priority will be given to projects that reduce emissions in the following six highly impacted communities: 1) Concord, 2) Richmond/San Pablo, 3) Western Alameda County, 4) San Jose, 5) Redwood City/East Palo Alto, and 6) Eastern San Francisco. For a Priority Community Map of highly impacted communities in the Bay Area, see: <http://www.baaqmd.gov/moyer>. The following counties are part of the Air District's jurisdiction: Alameda, Contra Costa, Marin, San Mateo, San Francisco, Santa Clara, and Napa counties. The southern portions of Solano and Sonoma counties are also part of the Air District.

### **What other information should I know about the grants for marine engines?**

The application requires that you submit information about your existing engine (model year, serial number, horsepower, displacement, engine tier, usage documentation and information about the replacement engine or equipment (quotes from your engine dealer for prices, horsepower, displacement, and engine tier). The application requires documentation that you carry general liability and workers compensation insurance and machinery insurance equal to the full replacement value of the equipment.

### **Eligible Marine Projects**

Eligible projects include marine engine (main or auxiliary) replacements, retrofits, and shore power. For qualifying projects, Carl Moyer Program grants will cover **up to 80%** of the engine replacement costs for a Tier 2, **up to 85%** for Tier 3 engine replacements and **up to 20%** towards the purchase of a new vessel that's cleaner than current emission standards. Please contact Stacy Shull if you are interested in applying.

**To apply, visit** [www.baaqmd.gov/moyer](http://www.baaqmd.gov/moyer) to complete the online application. Applications that are determined to be **complete** will be evaluated on a first come first served basis. All applicants will receive application completeness notifications within 5 business days via email. If you do not hear from the District within 5 business days of delivery, please contact the District immediately.

### **What can I do now, before I start my application?**

- Read the Air District Carl Moyer Program Overview Fact Sheet for rules that apply to all project types available from the Air District and online at <http://www.baaqmd.gov/moyer>
- Understand any applicable state fleet rules that may apply to your fleet.
- Start collecting information needed for your application.
- Contact your engine or equipment dealer to discuss possibilities for your equipment.
- Review the California Air Resources Board (ARB) 2008 Carl Moyer Program Guidelines Chapter Nine "Marine Vessels". The Guidelines are located here: [http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp\\_chp12\\_4\\_28\\_11.pdf](http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp_chp12_4_28_11.pdf)
- Contact the Air District with any additional questions.

If you have any questions regarding this program or the application process, please contact Stacy Shull by phone at **(415) 749-4955** or by e-mail at: [sshull@baaqmd.gov](mailto:sshull@baaqmd.gov)

## Carl Moyer Program MARINE Engine Replacement or Retrofit Quick-Reference Guide

For questions or more information, please contact Stacy Shull

[sshull@baaqmd.gov](mailto:sshull@baaqmd.gov) or 415-749-4955

| Eligible Projects and Costs                            |  |
|--|--|
| <b>Eligible Marine Projects</b>                        | <ul style="list-style-type: none"> <li>– <b>Repower:</b> Replace old engines with new engines</li> <li>– <b>Retrofit:</b> Devices are approved on a case-by-case basis, as there are NO devices currently verified by the CARB. Retrofit devices can include selective catalytic reduction devices, diesel oxidation catalysts or diesel particulate filters. Contact Stacy Shull to discuss your retrofit proposal.</li> </ul>  |
| <b>Eligible Marine Engines and Vessels</b>             | <ul style="list-style-type: none"> <li>– Propulsion or auxiliary engines 25 HP or greater</li> <li>– Ferries, Tugs, Tow, Work / Crew, Research, Commercial and Charter Fishing, and Excursion vessels, barges (self-propelled)</li> </ul>  |
| <b>Invoices</b>  | <p><b>Invoices must include:</b></p> <ul style="list-style-type: none"> <li>– Itemized list of eligible project costs</li> <li>– New engine serial numbers (not generator serial numbers)</li> <li>– EPA Engine Family Number</li> <li>– Hourly rate, and number of hours for labor charges</li> </ul>   |
| <b>Eligible Marine Costs</b>                           | <ul style="list-style-type: none"> <li>– The capital cost of the new engine.</li> <li>– Purchase of or modifications to the cooling system; fuel and exhaust system; wiring, panel, and harness system; power take-offs; propulsion control system; gauges and alarms; and radiator and ventilation, if attached to or integral to the functioning of funded engine.</li> <li>– Frames needed to be extended or other parts needed to be cut or modified in order to accommodate the new engine, as well as paint or coating needed to protect those specific areas that were cut or modified.</li> <li>– Tax and transport for eligible parts or costs.</li> <li>– Labor for installation of or modification to parts eligible for funding.</li> <li>– Retrofit device and installation</li> </ul>  |
| <b>Ineligible Marine Costs</b>                         | <ul style="list-style-type: none"> <li>– <b>**New**Gears / transmissions are eligible on a case by case basis. Include in your application a written statement from the engine dealer discussing why the gears and transmission is necessary for your project and why the current equipment will not work.</b></li> <li>– Dry docking fees, engine destruction for repower, bid work, etc.</li> <li>– Rudders or propellers.</li> <li>– Steering system.</li> <li>– Sea trials and dry docking.</li> <li>– Paint, coatings, or hull work not directly related to the engine repower.</li> <li>– Tax and transport for ineligible parts or costs.</li> <li>– Labor for installation of or modification to parts ineligible for funding.</li> <li>– Any parts or labor typically included as part of the vessel or engine overhaul, maintenance, repair, or upkeep.</li> <li>– These and other items may be eligible for funding on a case-by-case basis if it can be proven that they are not part of the typical vessel overhaul, repair, upkeep or maintenance and are a necessary part of the engine repower.</li> </ul> |
| New Engine Requirements                                |  |
| <b>New Engine Emission Requirements</b>                | <ul style="list-style-type: none"> <li>– All new engines must certify to meet the appropriate EPA engine emission standard and provide at least a 15% NOx reduction relative to the old engine.</li> <li>– <b>Engines less than or equal to 100 hp are required to meet Tier 3 EPA standards unless the technology is infeasible or unavailable.</b></li> </ul>  |
| Project Requirements                                   |  |
| <b>Minimum project life &amp; service of equipment</b> | <ul style="list-style-type: none"> <li>– 3 years, and contract term must extend to the end of the project life. Equipment must remain in service for the project life, and must be <b>installed and operational 3 years PRIOR to any regulation compliance date.</b></li> <li>– Applicant MUST provide a copy of the Harbor Craft Report required by the State of California <a href="http://www.arb.ca.gov/ports/marinevess/harborcraft/reporting.htm">http://www.arb.ca.gov/ports/marinevess/harborcraft/reporting.htm</a></li> </ul>  |

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| Surplus Emission Reductions                                | The project must be complete (engine installed and operational) 3 years prior to the associated Harbor Craft Regulation Compliance date. (compliance date tables listed on page 4 and 5)  |  |                          |
| Maximum Project Costs Eligible for Carl Moyer Program Fund | Project Type  |  | Maximum Eligible Funding |
|  | Fishing, pilot, work boat, other vessels not subject to Harbor Craft Regulation in-use compliance requirements  | Engine Repower or remanufacture kit compliant to Tier 2 emission standards | 80 percent               |
|  |   | Compliant to EPA tier 3 emission lever                                     | 85 Percent               |
|  | Barge, crew, supply, dredge, excursion, ferry, towboat, tugboat   | Engine repower or remanufacture kit  | 50 Percent               |
|  | Any vessel propulsion engine repower with an off-road Tier 2 or cleaner engine  | Case by Case   |                          |
|  | New Vessel purchase   | Case by Case   |                          |
|  | ARB Verified Marine Retrofit Device   | Case by Case   |                          |
|  | Shore power shore side: 50 Percent of transformer and other equipment between vessel and transformer  |  |                          |
|  | Shore power ship side: 100 Percent of retrofit costs; percent of transformer costs (on board)   |  |                          |
| Cost-effectiveness   | Projects must meet a cost-effectiveness of \$16,640 per weighted ton of NOx, ROG and PM10 reduced to be eligible.   |  |                          |
| Area of activity   | Must be operated within California Costal Water Boundaries. Must be operated within the BAAQMD jurisdiction. See Chapter 12 Page 4 in the CMP guidelines for coordinates of California Costal boundaries. District boundaries range south of Bodega bay and San Mateo county.<br><a href="http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp_chp12_4_28_11.pdf">http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp_chp12_4_28_11.pdf</a>  |  |                          |
| Hour meter and Usage Requirements                          | <b>To apply for grant funding, applicants MUST have a copy of the initial harbor craft report along with annual records documenting 2 years of usage.</b> As of February 28, 2009 all Commercial harbor craft owner/operators were required to keep records for each vessel and install (if not already installed) a non-resettable hour meter on each engine. Vessel owner/operators will need to keep a copy of their initial report and yearly records on the vessel or in a central dockside location to be made available upon request by ARB staff. <b>If you haven't completed a report contact the state to get started: Todd Sterling 916-445-1034 (e-mail: tsterlin@arb.ca.gov) For more information about record keeping:</b><br><a href="http://www.arb.ca.gov/ports/marineveess/harborcraft/documents/chcregadv011210.pdf">http://www.arb.ca.gov/ports/marineveess/harborcraft/documents/chcregadv011210.pdf</a> |  |                          |
| Exceptions   | Any project demonstrating surplus, real, quantifiable and enforceable emission reductions may be considered on a case-by-case basis by ARB even if the general CMP requirements are not met.  |  |                          |
| Harbor Craft Regulation                                    |   |  |                          |
| What qualifies as Harbor Craft?                            | All owners/operators of commercial harbor craft that operate in California Regulated Waters are required to comply with the reporting requirement of the regulation. Commercial harbor craft include, but are not limited to, ferries, excursion vessels, tugboats (including ocean-going tugboats), towboats, crew and supply vessels, work boats, pilot vessels, barges, and commercial and charter fishing boats.  |  |                          |
| Who is Exempt?   | <b>EXEMPT:</b> Harbor craft engines between 25 and 50 horsepower are exempt from and are not required to be repowered three years prior to the compliance deadlines in the tables below to be eligible for Carl Moyer Program funding.  |  |                          |
| What types of vessels are                                  | Ferries, excursion vessels, tugboats (including ocean-going tugboats), towboats, crew and supply vessels and barges / dredges. Compliance dates for these engines are listed below. For   |  |                          |

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| required to replace engines?  | more information on the draft proposed changes to the HCR please visit:<br><a href="http://www.arb.ca.gov/ports/marinevess/harborcraft.htm#background">http://www.arb.ca.gov/ports/marinevess/harborcraft.htm#background</a>  |  |                        |
| <b>Regulation Compliance Schedule for Engine Replacement (must meet EPA Tier 2 or Tier 3 emission standards—cleanest available)</b> | <b>Compliance Dates for Engines on Ferries, Excursion Vessels, Tugboats, Towboats, and Push Boats outside the south coast AQMD</b>  |  |                        |
|   | <b>Engine Model Year</b>  | <b>Total Annual Hours of Operation</b> | <b>Compliance Date</b> |
|   | 1975 and earlier  | ≥ 1500                                 | 12/31/2009             |
|   | 1975 and earlier  | ≥300 and < 1500                        | 12/31/2010             |
|   | 1976 - 1985   | ≥1500                                  | 12/31/2011             |
|   | 1976 - 1985   | ≥ 300 and < 1500                       | 12/31/2012             |
|   | 1986 - 1995   | ≥ 1500                                 | 12/31/2013             |
|   | 1986 - 1995   | ≥ 300 and < 1500                       | 12/31/2014             |
|   | Ferries Only<br>1996 - 1999   | ≥ 300                                  | 12/31/2014             |
|   | Vessels Other Than Ferries<br>1996 - 1999   | ≥ 1500                                 | 12/31/2015             |
|   | Vessels Other Than Ferries<br>1996 - 1999   | ≥ 300 and < 1500                       | 12/31/2016             |
|   | 2000  | ≥ 1500                                 | 12/31/2015             |
|   | 2000  | ≥ 300 and < 1500                       | 12/31/2016             |
|   | 2001 - 2002   | ≥ 300                                  | 12/31/2017             |
|   | 2003  | ≥ 300                                  | 12/31/2018             |
|   | 2004  | ≥ 300                                  | 12/31/2019             |
|   | 2005  | ≥ 300                                  | 12/31/2020             |
|   | 2006  | ≥ 300                                  | 12/31/2021             |
|   | 2007  | ≥ 300                                  | 12/31/2022             |
|   | <a href="http://www.arb.ca.gov/regact/2010/chc10/frochc931185.pdf">http://www.arb.ca.gov/regact/2010/chc10/frochc931185.pdf</a>   |  |                        |
|   | [Note: For example, if a 1982-model year diesel engine on a tugboat operating in Regulated California Waters is used for 750 hours in 2011, the owner or operator must bring the engine into compliance with the requirements of subsection (e)(6)(C) by December 31, 2012.]. |  |                        |
| <b>Regulation Compliance Schedule for Engine Replacement (must meet EPA Tier 2 or Tier 3 emission standards—cleanest available)</b> | <b>Compliance Dates for Engines on Crew and Supply Vessels Statewide</b>  |  |                        |
|   | <b>Engine Model Year</b>  | <b>Total Annual Hours of Operation</b> | <b>Compliance Date</b> |
|   | 1979 and earlier  | > 300                                  | 12/31/2009             |
|   | 1980 – 1985   | > 300                                  | 12/31/2010             |
|   | 1986 – 1990   | > 300                                  | 12/31/2011             |
|   | 1991 – 1995   | > 300                                  | 12/31/2012             |
|   | 1996 – 2000   | > 300                                  | 12/31/2013             |
|   | 2001  | > 300                                  | 1312/31/2014           |
|   | 2002  | > 300                                  | 12/31/2015             |
|   | 2003  | > 300                                  | 12/31/2016             |
|   | 2004  | > 300                                  | 12/31/2017             |
|   | 2005  | > 300                                  | 12/31/2018             |
|   | 2006  | > 300                                  | 12/31/2019             |
|   | 2007  | > 300                                  | 12/31/2020             |
|   | <a href="http://www.arb.ca.gov/regact/2010/chc10/frochc931185.pdf">http://www.arb.ca.gov/regact/2010/chc10/frochc931185.pdf</a>   |  |                        |

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| <b>Regulation<br/>Compliance<br/>Schedule for<br/>Engine<br/>Replacement<br/>(must meet<br/>EPA Tier 2 or<br/>Tier 3 emission<br/>standards—<br/>cleanest<br/>available)</b> | <b>Compliance Dates for pre-Tier 1 and Tier 1 Engines on</b>  |  |                        |
|  | <b>Dredge and Barge<br/>Vessels Statewide<br/>Engine Model Year</b>   | <b>Total Annual Hours<br/>of Operation</b> | <b>Compliance Date</b> |
|  | 1975 and earlier  | >80  | 12/31/2011             |
|  | 1976 -1980  | >80  | 12/31/2012             |
|  | 1981 - 1985   | >80  | 12/31/2013             |
|  | 1986-1990   | >80  | 12/31/2014             |
|  | 1991-1995   | >80  | 12/31/2015             |
|  | 1996-1999   | >80  | 12/31/2016             |
|  | 2000 -2001  | >80  | 12/31/2017             |
|  | 2002  | >80  | 12/31/2018             |
|  | 2003  | >80  | 12/31/2019             |
|  | 2004  | >80  | 12/31/2020             |
|  | 2005  | >80  | 12/31/2021             |
|  | 2006  | >80  | 12/31/2022             |
|  | <a href="http://www.arb.ca.gov/regact/2010/chc10/frochc931185.pdf">http://www.arb.ca.gov/regact/2010/chc10/frochc931185.pdf</a> |  |                        |